App. F. IX-4

1939.
(9re)

File No. S-82-39

Serial Nos. 1-4

Previous References

9re 28-38 - 1-5, 10-20 enclt & 13+14

Later References.

GENERAL AND REVENUE SECRETARIAT.

(20)

Serial Nos. Four

Part B for June 1940

SUBJECT.

Establishment of an air service between Bombay and Bangalore.

WD 0573—GPB—22,500—12-9-39

Secretariat
29/6.

File No. 742.4193

Serial No. 1

MAY 13 1940

[illegible]

6. MAY 1940

Copy to Consul, Basra.

File No. 58 of 194

General and Revenue Secretariat.

Serial No.

TYPING SE... 23 MAY 1940 REN...

Draft copy Mtd.

Kaul 23/5

To R. Vaughan Fuller, Aeronautical Consultant, Santa Cruz, Bombay

D 5360 d 24-5-40.

Issues final Cage and other matters in this scheme are pressed.

25 MAY 19... DEVELOPMENT BRANCH

General and Revenue Secretariat

File No. 58 of 1940 4521 [App. F. 11-2

Serial No.

3

8477

SECY. DEV. DEPT. 30 MAY 1940 I.T.C.P.

From HE Air Service Typed Ltr
dated 22-5-40.

Submit, for consideration, a detailed proposal for establishing an Air Service between Bombay and Bombay.

On a similar move from Mr. Vaughan Jones, Controlling Personnel of this Company, a reply was sent on 24-5-40 that [illegible] were not interested in the scheme at present but for [illegible] if the Govt. allow him may be drawn to the above decision.

N

3015

Draft

Kindly move a subsidy of Rs 250 per trip from Jan) Cr 1/6/40
(existing)

Dewan) Rue 4/6/40

Draft reply sent

Kindly

Dr 4-6-40

Draft reply sent

Dr 6/6

Dr 6/6

OFFICE OF THE COUNCIL JUN 3 1940 4472

TYPING SECTION 10 JUN 1940

NOTE—Contn. Sheet.

Secret File No. 582 of 1943

General and Revenue Secretariat

Serial No. 4

To The Director, Air Services
India, Karachi

D 55598 d 15-6-43

Proposes to
Graves Cox have due note to Travers
themselves any of the schemes proposed by him

GEN. & REVENUE SECRETARIAT
RECEIVED
JUNE 16
PRAMOTE

JRC 582-39-1.

5

R. VAUGHAN-FOWLER, A.M.I.Ae.E.
AERONAUTICAL CONSULTANT.

SANUDRA BHAWAN
JUHU, SANTA CRUZ
BOMBAY.

TELEGRAMS
TELEPHONE

DEWAN'S OFFICE
26 APR 1940
No. M.2306

At, OOTACAMUND. 24th April 1940.

To,
Sir Mirza M. Ismail, K.C.I.E. O.B.E.
The Dewan of Mysore State,
at Ootacamund.

GEN. & REVENUE SECRETARIAT
29 APR 1940
DEVELOPMENT BRANCH

PROPOSAL FOR CONNECTING MYSORE STATE WITH BOMBAY - NORTHWEST INDIA AND EUROPE BY AIR SERVICES.

4080

(I) EXISTING SECTION OF THE ROUTE.

The Bombay-Poona-Kolhapur Air Service has been operated by Air Services of India Limited, of Brabourne Stadium, Bombay, for two seasons, under agreement with the Kolhapur Government, who have granted the Company a monopoly and subsidy in consideration of the advantages to the State.

(2) EXTENSION TO MYSORE STATE.

The extension of this Air Service to connect Bangalore and/or Mysore would be of inestimable value to Mysore State. The services leaving Bangalore or Bombay at 7.I5.a.m. would reach their respective destinations at about I2 noon on the same day.

(3) REGULAR AIR MAILS ASSURED.

Air Services of India Limited have already established such a record of safety and reliability on all their operating services that they have been granted mail contracts. There is no doubt that air mail contracts would be granted over the Bombay-Mysore route at an early stage in its operation. This means that letters posted in the early morning from either end, would reach their destination on the afternoon of the same day. It would also speed up European air mails.

R. VAUGHAN-FOWLER, A. M. I. Ae. E.
AERONAUTICAL CONSULTANT.
TELEGRAMS AIRDEV.
TELEPHONE 66458.

"SAMUDRA BHAWAN"
JUHU, SANTA CRUZ
BOMBAY.

(4) DIRECT EUROPEAN AIR LINE CONNECTIONS.

A State of the importance and size of Mysore should safeguard its air line connections for now and the future. This opportunity should not be lost to assure that the most important southern air route in India is directed through Mysore. It will be appreciated that the suggested service will link up with the Kathaiwar air services, and what is more important still, with the northern services to India and Europe. This brings Mysore into direct air communication with England and Europe.

(5) DAILY SERVICE THE OBJECTIVE.

It is proposed that at the commencement the services shall be bi-weekly in both directions, and shall be increased as the traffic warrants. Fast passenger aeroplanes with a speed of 140 miles per hour to be used, and as required twin-engined air liners. The aircraft and fully trained staff are already available in India so the service can start in October 1940, which will allow time for the ground organisation to be established. The aircraft and staff are all fully insured at Lloyds in London, which is a sure indication of their high standard.

(6) STATE SUPPORT.

In consideration of operating the suggested service, which in its early years must be faced with financial loss, it is respectfully requested that Mysore State shall grant Air Services of India

VAUGHAN-FOWLER LTD. AERONAUTICAL CONSULTANTS.
TELEGRAMS AIRDEV.
TELEPHONE 20455.
SANTACRUZ AIRPORT
JUHU BEACH, SANTA CRUZ
BOMBAY.

Continued,

Limited a subsidy of R's25,000/- for the first season, and R's20,000/- for each of the four succeeding years. A monopoly over the route to and from Mysore/Bangalore for the five years and the right to continue and extend the operation of the route at the end of the five year agreement. Aerodrome facilities in Mysore State to be accorded to the Company free of charge.

(7) PROPOSER.

The undersigned has full authority in writing from Air Services of India Limited to negotiate the proposed services, and was responsible for the Kolhapur section.

R. Vaughan-Fowler.

R. Vaughan-Fowler, A.M.I.Ae. E.

Appendix F G—1]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the *19* .

Date of issue..... 24/5/40 .....

Signed by ..... for Secretary to the Govt. of India

List of enclosures.....

Copied by ..... OM 25/5/40

Examined by .....

Section D & C

File No. 582-39

Serial No. 2

No. D 5360

To

R. Vaughan-Fowler Esq. M.C. A.F.C.
Aeronautical Consultant,
"Sammadm Bhawan" Juhu,
Santa Cruz, Bombay

Dear Sir

I am desired to acknowledge ~~the receipt of~~ your letter of the 4th April 1940, in the matter of the scheme of the Air Force of India for establishing an air service between Bangalore and Bombay etc. and to say that it has

WD 03695—GPB—30,000—29-1-40

Govt. regret that they cannot
at present interest themselves
in the scheme.

Yours faithfully

[illegible]
23/7

Ans
17/5

Dear Sir,

I am directed to acknowledge your letter of the 14th April, 1949, on the matter of the salaries of the Air Services of India corresponding to Air Commodore Vaswani, Bangalore and Bombay etc. and to say that Government regret that they should be put to [illegible] Government regret that they should be put to personal trouble themselves in the matter.

Yours faithfully,

Sd/-

Sd/-

Cable "AIRTAXIES."

Telephone No. 27547.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE COMPANY BY TITLE, NOT BY NAME.

10

AIR SERVICES OF INDIA Ltd.

HANGAR
&
WORKSHOP
JUHU AERODROME

PHONE 86016

BRABOURNE STADIUM,
CHURCHGATE St., FORT,
BOMBAY.
Post Box 959

Dew seen H(M)11941.

22nd May, 1940.

First Member of Council,
Office of the Executive Council,
Bangalore.

M.361
27.5.40

Dear Sir,

I am forwarding herewith a copy of a Proposal for the establishment of an Air Service to connect Bombay and Bangalore which my Company has officially presented to the Dewan of Mysore.

It is hoped that you will be able to find time to consider the details of the Proposal which have been set out so as to make the position clear, and in view of the importance of this air service to Mysore State it is sincerely hoped that you will be able to support and approve the scheme as it is presented.

Yours faithfully,

Encl.

Director,
AIR SERVICES OF INDIA LTD.

PROPOSAL FOR THE ESTABLISHMENT

OF

BOMBAY-BANGALORE

AIR SERVICE

PRESENTED WITH THE COMPLIMENTS OF

AIR SERVICES OF INDIA LTD.

TELEPHONE 27547
TELEGRAMS "AIRTAXIES"
MAY 14TH 1940.

HEAD OFFICE
BRABOURNE STADIUM,
CHURCHGATE STREET,

BOMBAY.

PRECIS.

1 AIR SERVICES of INDIA LIMITED is an established air line operation company, soundly financed, organized on lines approved by Government and fully equipped with a fleet of modern aircraft which are maintained and flown by a fully licensed and experienced staff.

2 The PROPOSAL is drawn up in the light of long experience in operating air mail and passenger services and each detail of organization is based on solid foundations.

3 85% of passengers by air in India are carried by Air Services of India Limited and the Company has operated its scheduled services with consistent regularity.

4 AIR MAIL connections to northern India and Europe become available, and considerable time saving is effected over all sections of the route as shown by the Table of Time Lapse.

5 MYSORE immediately takes its place in the steadily expanding network of air lines covering the country and the establishment of the proposed air service directs air traffic through the State, obviously to the State's great advantage.

6 Industry and Commerce require the fastest means of communication to maintain their position against competitors and the proposed air service assures this facility and so contributes to the prosperity of Mysore State.

7 The PROPOSAL is in concrete form supported with all the essentials to put the air service into operation in October 1940.

DETAILED PROPOSAL.

The Proposer.

Air Services of India Limited was formed as a Public Limited Company with a capital of Rs. 5,00,000/- (fully subscribed) and started operations in November 1937.

The first route to be opened with regular air service twice a week connected Bombay–Bhavnagar–Rajkot–Jamnagar–Porbundar. During the 1937–38 season 219 services were operated with 99.5 per cent regularity and 933 passengers were carried.

Owing to popular demand the services were increased to daily during the 1938–39 season. An air mail contract was granted to the Company. Of 426 services scheduled two services only were cancelled both on one day due to weather. The growth of traffic on this service was very encouraging; 1,331 lbs. of surcharged mail, 2,175 passengers and 89,916 lbs. of freight being carried.

In January 1939 the Bombay–Poona–Kolhapur service was inaugurated by His Highness the Maharaja of Kolhapur and the Director General of Posts & Telegraphs has granted an air mail contract over this route. It is this service that the proposer wishes to extend to Bangalore and/or Mysore.

The Company is staffed with fully qualified and officially licensed Pilots and Engineers, all with considerable experience. The fleet of aircraft consists of Twin-engined De Havilland "Rapides" carrying 8 passengers each, and Vega-Gulls and Fox Moths carrying three passengers each. Well equipped workshops and stores assure the complete and proper maintenance of the fleet in airworthy condition.

2

The Importance of Air Services.

Mysore with 30,000 square miles of productive territory, in which are situated important business centres, large industries, gold mines and commercial enterprises of every kind, many of which are directly connected with the Government, requires "Air Services" in exactly the same way as it requires the State Railways.

Easy and rapid transportation facilities are the very life blood of industrial, agricultural and commercial enterprise. It is impossible to calculate the actual benefits of transportation because they are indirect, therefore, when considering the establisment of air services it is not practicable to present a balance sheet showing a "profit and loss" account for the State or country concerned. But, as air services have been universally adopted throughout the civilized world, and are being supported by Governments in every instance, it can no longer be doubted that the advantages outweigh the financial considerations,

No longer can air travel, freight and mail services be considered a luxury. Speed, safety and reliability have become linked together in the modern air line organization to bring prosperity in business, humanitarian services, ease and comfort in travel to all those countries who have adopted this latest form of transport.

Mysore renowned throughout India and the world as the most progressive of all India States cannot afford to remain out of the aerial network that is rapidly spreading over the whole country.

TABLE OF DISTANCES.
IN MILES BY AIR.

	Bombay	Poona	Kolhapur	Bangalore.
Bombay		80	240	586
Poona	80		160	506
Kolhapur	240	160		346
Bangalore	586	506	346	

TABLE OF TIME LASPE IN
HOURS & MINUTES

		Poona	Kolhapur	Bangalore.
Bombay	By Air	0.40	1.55	5.10
	,, Rail	3.00	13.55	26.55
Poona	,, ,,	–	1.00	4.10
			10.55	23.55
Kolhapur	,, ,,	1.00		2.45
		10.55		13.00
Bangalore	,, ,,	4.10	2.45	
		23·55	13.00	

Stops are included in timings.

PROPOSED SCHEDULE TIMINGS.
TWICE WEEKLY IN EACH DIRECTION.

Southbound.			Northbound.		
Bombay:	Dep.	7-15	Bangalore	Dep.	7 15
Poona	Arr.	8 00	Kolhapur	Arr.	9 55
	Dep.	8–10		Dep.	10–25
Kolhapur	Arr.	9–10	Poona	Arr.	11 25
	Dep.	9 40		Dep.	11–35
Bangalore	Arr.	12–20	Bombay	Arr.	12 20

PROPOSED SCHEDULE TIMINGS.
TWICE WEEKLY IN EACH DIRECTION.

Southbound. Northbound.

Bombay:	Dep.	7-15	Bangalore	Dep.	7 15
Poona	Arr.	8 00	Kolhapur	Arr.	9 55
	Dep.	8–10		Dep.	10–25
Kolhapur	Arr.	9–10	Poona	Arr.	11 25
	Dep.	9 40		Dep.	11–35
Bangalore	Arr.	12–20	Bombay	Arr.	12 20

It is proposed that passe
The Company reserving the ri
stances which under war conditi

4 Increase of Service

Experience has proved that in
advisable to run to a restricted schedu
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such additional services.

It will be appreciated that it
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5 Air Mail Contracts.

Air Mail contracts are not gr
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In view of this there is no
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6 Subsidy.

It is a recognised fact tha
it is, at this stage of advance
support of a subsidy. Even
to the operating company i
support as instanced by the B

3 **TIME TABLES AND FARES.**

TABLE OF DISTANCES.
IN MILES BY AIR.

	Bombay	Poona	Kolhapur	Bangalore.
Bombay		80	240	586
Poona	80		160	506
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			10.55	23.55
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		10.55		13.00
Bangalore	,, ,,	4.10	2.45	
		23·55	13.00	

Stops are included in timings.

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TWICE WEEKLY IN EACH DIRECTION.

Southbound.			**Northbound.**		
Bombay.	Dep.	7-15	Bangalore	Dep.	7 15
Poona	Arr.	8 00	Kolhapur	Arr.	9-55
	Dep.	8-10		Dep.	10-25
Kolhapur	Arr.	9-10	Poona	Arr.	11-25
	Dep.	9 40		Dep.	11-35
Bangalore	Arr.	12–20	Bombay	Arr.	12-20

It is proposed that passen
The Company reserving the ri
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In India the principle of sub
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FARES.

It is proposed that passenger fares shall conform with first class Railway fares. The Company reserving the right to increase or decrease fares according to circumstances which under war conditions are impossible to foretell.

Increase of Service

Experience has proved that in the inauguration year of a new air service it is advisable to run to a restricted schedule and the Tables set out in paragroph 3 above have taken this into consideration. Frequency of services can only be decided by the public demand and the existing organization offered is sufficiently elastic to enable an immediate increase of services as soon as the volume of traffic warrants such additional services.

It will be appreciated that it is to the advantage of the operator to increase the frequency of services so that his staff and fleet of aircraft are employed to the fullest extent. When an aircraft is not in the air it is not earning. Therefore, although a restricted schedule is offered for the start the objective is a daily service.

Air Mail Contracts.

Air Mail contracts are not granted to Air Line operators unless they have proved their standing and reliability of service. The Company is proud to be able to state that it secured air mail contracts for Kathiawar within the second year of its operation of these services, and on its Kolhapur and Amreli routes as soon as they were established and proved their regularity.

In view of this there is no reason why the Director General of Posts & Telegraphs should not at the inauguration of the Bombay-Bangalore service grant an air mail contract.

Air Mails are of inestimable value both to Government and all commercial concerns and they have a very natural appeal to the private individual. It is unquestionable that rapid postal facilities increase business turnover and thus bring greater prosperity throughout the territory served. This proposed air mail link will not only bring Mysore State into air communication with other parts of India but will be a direct hook-up with the international and Empire air mail services which now connect with all parts of the world. It is unnecessary to enlarge on the importance of such a facility which can be gained by no other means than by the establishment of this proposed air service.

Subsidy.

It is a recognised fact that with the exception of one or two "freak" air services it is, at this stage of advancement, impossible to operate an air service without the support of a subsidy. Even where large Government mail contracts are accorded to the operating company it still remains necessary to give additional financial support as instanced by the British Overseas Airways Corporation.

In India the principle of subsidies has been accepted not only by the Government of India but by a large number of Indian States. The Company has been supported with substantial subsidies by the following States served by its air services.

Kathiawar States	Route Mileage	416 –	Rs. 47,500/- p. a.
Baroda	Route Mileage	180 –	Rs. 20,000/- p. a.
Kolhapur	Route Mileage	200 –	Rs. 15,000/- p. a.

The additional route mileage to connect Mysore State is 353, so the requested subsidy of Rs. 25,000/- per annum is the lowest per mile, and viewed in the light of increased prices due to war is most favourable to the State.

In requesting a subsidy from Mysore State the Company wishes to make it perfectly clear that this request is made so as to make the air service a financially sound proposition, which may be rightly entered into by a public company whose directors are responsible to the investors for the safety of their capital and a reasonable return thereon.

The section of the Bombay-Bangalore service as far as Poona and Kolhapur is already in regular operation and is subsidised by Kolhapur State. Therefore, in calculating the subsidy only the Kolhapur-Bangalore section has been considered. This section is 353 miles which is considerably longer tha. any other sections between the States already being served by the Company.

In addition to this the Company is faced with war conditions which have materially increased the price of aircraft, spares, and what is more important the prices of petrol and oil. There is every indication that fuel prices will still further increase and thus further complicate the financial difficulties of operating an air service.

It is estimated that the cost of operating a service (in normal times) three times a week would be approximately Rs. 45,000/- per annum and for a bi-weekly service Rs, 39,500/- per annum. It will, therefore, be appreciated that the request for a subsidy of Rs, 25,000/- per annum making the contract period five years is very reasonable. In actual fact when taking into consideration, the intended increase in frequency, it is more favourable to the State than the Company.

In addition to the cash subsidy above requested indirect assistance in the form of aerodrome facilities without charge is also an essential to the successful operation of the service including landing, housing of aircraft and staff.

7 **Terms of Contract.**

(a) Air Services of India Ltd., to operate a bi-weekly air service in each direction to either Mysore or Bangalore as the State may desire, during fair weather, that is, about eight months in a year.

(b) The Company undertake to operate the air service with aircraft accommodating not less than three (3) passengers.

(c) All aircraft employed will carry Certificates of Airworthiness issued by the Government of India, and Daily Certificates signed by licensed Ground Engineers. All pilots will hold current Pilots Licences issued by the Government of India.

(d) The Company will operate the air service with all reasonable regularity and shall not cancel the service except under circumstances of force majeure.

(e) The Company to receive from the State an annual subsidy of Rs. 25,000/- for a period of five (5) years; payable annually in advance.

(f) The Company to be granted free landing and housing facilities for its aircraft. (Also if possible, quarters for an Engineer & Pilot on the aerodrome,)

(g) The Company to have the right to vary fares but shall not at any time increase them to more than one and a half times first class Railway fares.

(h) The Company shall insure the aircraft against all risks, including third party and passenger liability.

(i) In the event of circumstances outside the control of the Company, such as impossibility to obtain spare parts for airframes or engines, requisition of aircraft by the Government, conscription or enlistment of staff, the Company to have the right to cease operating the services.

(j) The Company to allow a 10% discount on all fares to State officials whose names have been notified to the Company as authorised by the State as entitled to this concession,

8 **Conclusion.**

In the foregoing paragraphs without entering into exhaustive details the intention has been to present a clear cut and detailed scheme with explanations covering all essential points.

It must be made quite clear that the Company is already in active operation, is equipped with the necessary aircraft (already in India) so that the proposed service can start operation in October 1940. It will, therefore, be appreciated that this proposal is of major importance to the Compay as, if it is unacceptable to the Mysore Government it is the intentian of the Directors to complete the establishment of other Air Lines they have under consideration so as to properly employ their staff and fleet. It is respectfully requested that this proposal may receive immediate consideration and the Company be accorded the honour of an early reply.

If the reply is favourable the Company will have to carry out a large amount of detailed organization which will occupy the time between now and October. On the other hand if the Mysore Government do not wish to enter into an agreement with the Company the Directors naturally desire to be informed of this fact at the earliest possible opportunity so that they may be left as much time as possible to complete other plans.

It may be of importance to indicate here that under existing conditions brought about by the war it is not possible to obtain additional aircraft without long delays, so if the Company's fleet was diverted to other routes, a lapse of several years would almost certainly result before it would be technically possible to further consider the inauguration of this connection to Bangalore.

Therefore, it is claimed that the Proposal offers Mysore State air service facilities at a time when they are not easily obtainable and in view of the extraordinary circumstances brought about by the war the establishment of such an air service might have to be left in abeyance for many years if it is not carried out now when aircraft and staff are still available.

Mr. E. da Costa, M.A. (Oxon.),
Private Secretary.

12

Bangalore,
28th May 1940.

DEWAN'S OFFICE
29 MAY 1940
No. 24. 2532

Dear Sir,

I am desired by the Dewan to acknowledge with thanks the receipt of your letter of the 22nd instant and the copies of your company's proposal to establish an air service between Bombay and Bangalore and to say it will receive the consideration of Government.

Yours sincerely,

Private Secretary to the Dewan

28/5/40

Development Secretary, with compliments, for information.

Private Secretary to the Dewan
28/5/40

The Director,
Air Services of India, Ltd.,
Brabourne Stadium,
Churchgate Street,
Fort, Bombay.

29/5/

Cable "AIRTAXIES."

Telephone No. 27547.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE COMPANY BY TITLE, NOT BY NAME.

13

AIR SERVICES OF INDIA Ltd.

HANGAR
&
WORKSHOP
JUHU AERODROME

PHONE 86016

BRABOURNE STADIUM,
CHURCHGATE St., FORT,
BOMBAY.
Post Box 959

H/M/1839.

22nd May, 1940.

Sir Mirza M. Ismail, K.C.I.E., O.B.E.,
Dewan of Mysore,
B A N G A L O R E.

Sir,

I have the honour to forward herewith a Proposal by my Company for the establishment of a Bombay-Bangalore Air Service which I sincerely hope will interest you and will meet with the support of your Government.

Submd for orders if this may be sent to the Dewan Sahib for favourable disposal and an acknowledgement sent to the firm.
HRH
29/5/40.

The Proposal has been prepared so as to place before you in one document a complete outline of the scheme together with explanations under suitable headings. If after reading it, there are any points which have not been made clear I -- shall be most pleased to supply any further information you may require and to supplement the Proposal with additional detail should you consider this desirable.

I am taking the liberty of forwarding additional -- copies of the Proposal to the First and Second Members of your Government and to the Development Secretary, whom I understand, have already had this matter under consideration.

I have done this so as to save your time in having to pass the Proposal to the departments of Government concerned.

I have the honour to be
Your most obedient servant,

Director,
AIR SERVICES OF INDIA LTD.

Encl.

In
28/5

One copy may be retained in the Devpm's office for reference
Bae
28/5/40

MJ
28/5

I&C 582-39-3.

Cable "AIRTAXIES."

Telephone

14

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE COMPANY BY TITLE, NOT BY NAME.

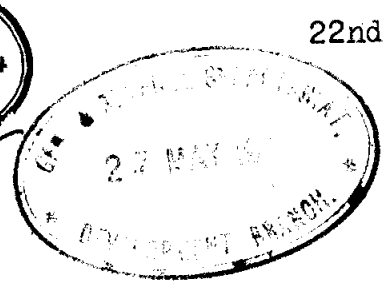
AIR SERVICES OF INDIA Ltd.

HANGAR
&
WORKSHOP
JUHU AERODROME

PHONE 86016

BRABOURNE STADIUM,
CHURCHGATE St., FORT,
BOMBAY.
Post Box 959

H/M/1840.



22nd May, 1940.

4521

The Development Secretary,
To the Mysore Government,
B A N G A L O R E.

Dear Sir,

As I understand that all developments in Mysore State come directly under your care I am enclosing herewith a number of copies of a Proposal for an Air Service to connect Bombay and Bangalore. This Proposal has been officially forwarded to Sir Mirza M. Ismail, K.C.I.E., O.B.E., and the First and Second Member of Government under separate cover. The copies I am sending you I hope will facilitate your -- circulating the Proposal amongst the Government Officials concerned, and I shall be grateful if you will acknowledge them at your early convenience.

It may be that when investigating this Proposal you may find some points which have not been covered or which are not absolutely clear. If so please do not hesitate to write to me direct so that I may send you any additional information or explanations that you may require. I assure you that your letter will receive my personal and immediate attention.

Thanking you for your co-operation and assistance in this matter,

I remain,
Yours faithfully,

Encl.

Director,
AIR SERVICES OF INDIA LTD.

By regd post on 25/5/40

Cable "AIRTAXIES."

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE COMPANY BY TITLE, NOT BY NAME.

Telephone No. 2754

AIR SERVICES OF INDIA Ltd.

HANGAR
&
WORKSHOP
JUHU AERODROME

PHONE 86016

BRABOURNE STADIUM,
CHURCHGATE St., FORT,
BOMBAY.
Post Box 959

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A/M/18h2

A 310
27.5.40

22nd May, 1940.

Second Member of Council ,
Office of the Executive Council,
BANGALORE.

Dear Sir,

I am forwarding herewith a copy of a Proposal for the establishment of an Air Service to connect Bombay and Bangalore which my Company has officially presented to the Dewan of Mysore.

It is hoped that you will be able to find time to consider the details of the Proposal which have been set out so as to make the position clear, and in view of the importance of this air service to Mysore State it is sincerely hoped that you will be able to support and approve the scheme as it is presented.

Yours faithfully,

Encl.

Director,
AIR SERVICES OF INDIA LTD.

Dew Sey

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28/5/40

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

16

No. D 5598 / IRC582-39-4

Dated, Bangalore, 15 June, 1940.

From

The Secretary to the Government of His Highness the Maharaja of Mysore,
Development Department.

To

The D i r e c t o r,
The Air Services of India Ltd.,
Braborne Stadium, Churchgate Street,
F o r t, Bombay.

Sir,
~~xxx~~

Dear Sir,

Subject:- Establishment of an Air Service between Bombay and B a n g a l o r e.

Further to the letter dated 26th May 1940 addressed to you by the Private Secretary to the Dewan of Mysore on the above subject, I am directed to inform you that, as already communicated to Mr. Vaughan-Fowler in our letter No.D.5360/I.& C.582-39-2 dated 24th May 1940 (copy enclosed) the Government do not wish to interest themselves in any scheme of the kind proposed by you.

Yours faithfully,

Secretary to Government
Development Department

NDA.2